

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-12 (canceled).

Claim 13 (currently amended): A straddle-type-vehicle comprising:
an engine case containing at least a portion of an engine;
a speed-changing transmission selectively driven by the engine, the speed
changing transmission including a shift shaft and a dog; and
a shift actuator; and
a shift control device for performingarranged to perform shift control of the speed-
changing transmission, the shift control device including a shift actuator and an
actuation force transmission mechanism, the shift actuator being configured to be
stroked by a predetermined amount to move the shift shaft and athe dog into and out of
engagement,
the actuation force transmission mechanism being disposed outside the engine
case and being interposed between the shift actuator and the shift shaft, and the
actuation force mechanism including:
first and second coupling parts being sized and configured to be coupled
together to provide movement relative to each other;
a biasing mechanism for urgingarranged to urge the first and second
coupling parts toward a neutral position; and
a stopper mechanism for stoppingarranged to stop the relative movement
of the first and second coupling part when one of the first and second coupling
parts is moved relatively from the neutral position against urging force of the
biasing mechanism and contacts the stopper mechanism.

Claim 14 (currently amended): The ~~straddle-type~~-vehicle according to Claim 13, wherein the transmission mechanism is arranged such that, when a resistive force acts against the movement of the transmission mechanism, the first coupling part moves relative to the second coupling part against the urging force of the biasing mechanism until the first coupling part is stopped by the stopper mechanism, and wherein in response to a continuing resistive force, the first and second coupling parts ~~move~~ together upon the first coupling part being stopped by the stopper mechanism.

Claim 15 (currently amended): The ~~straddle-type~~-vehicle according to Claim 13, wherein the first and second coupling parts are coupled so as to slide relative to each other.

Claim 16 (currently amended): The ~~straddle-type~~-vehicle according to Claim 15, wherein the biasing mechanism includes a compression spring.

Claim 17 (currently amended): The ~~straddle-type~~-vehicle according to Claim 13, wherein the first and second coupling parts are coupled for at least rotational movement relative to each other.

Claim 18 (currently amended): The ~~straddle-type~~-vehicle according to Claim 17, wherein the biasing mechanism includes a ~~leaf-type~~leaf spring having an elongated, ~~rod-like~~rod shape.

Claim 19 (currently amended): The ~~straddle-type~~-vehicle according to Claim 17, wherein the actuation force transmission mechanism is disposed on the shift shaft.

Claim 20 (currently amended): The ~~straddle-type~~-vehicle according to Claim 19, wherein the actuation force transmission mechanism is disposed on a gear shaft of a speed reduction mechanism coupled to the shift actuator.

Claim 21 (currently amended): The ~~straddle-type-vehicle~~ according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism ~~for transmitting~~arranged to transmit an actuation force of the shift actuator to the shift shaft, the actuation force transmission mechanism is held by the coupling mechanism.

Claim 22 (currently amended): The ~~straddle-type-vehicle~~ according to Claim 21, wherein the transmission mechanism is provided in a case held by the coupling mechanism.

Claim 23 (currently amended): The ~~straddle-type-vehicle~~ according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism ~~for transmitting~~arranged to transmit an actuation force of the shift actuator; the coupling mechanism being of adjustable length.

Claim 24 (new): The vehicle according to Claim 13, wherein one of the first and second coupling parts is operatively connected to the shift shaft and the other of the first and second coupling parts is operatively connected to the shift actuator.